

NEVADA COUNTY, CALIFORNIA

PROPOSED MITIGATED NEGATIVE DECLARATION
NOTICE OF AVAILABILITY FOR PUBLIC REVIEW

To: NC Transit Services – Susan
Healy-Harman
Co Counsel – Michael Jamison
Grass Valley Fire Department
N Sierra Air Quality Management
District
Native American Heritage Comm
PG&E
Pacific Bell/SBC
Dept of Toxic Substances Control
Regional Water Quality Control Board
State Clearinghouse
City of Grass Valley
Jill Harvey, Native Am Heritage
Caltrans-Mass Transit
Caltrans-Encroachment

CA Native Plant Society
Nevada County Land Trust
NCTC
FTA
Dept of Fish & Game – Env Svcs
Army Corps of Engineers
Resource Conservation District
Board of Supervisors – Clerk of
the Board
Apple-Nevada City
FREED Center for Independent
Living
Wolf Creek Community Alliance
Grass Valley Downtown
Association
Transit Advisory Committee

Project Location: Tinloy Street, between Bank Street and East Bennett Street.

Project Description: This project proposes to relocate the Gold Country Stage Transit Transfer Center from Church and Neal Street in downtown Grass Valley to Tinloy Street, between Bank Street and East Bennett Street on the eastern edge of downtown Grass Valley. The project area is approximately 1.4 acres. The proposed facility will consist of: 1) a 20' x 10' restroom/pump house/storage building; 2) a 330 foot transit vehicle only transfer bay along the north side of Tinloy; 3) an American's with Disabilities Act (ADA) compliant 12-foot wide sidewalk/passenger waiting area; 4) two 12' wide x 100' shelter structures; 5) a 2' – 4' high retaining wall and related earthwork along the northwestern portion of the project site; 6) a 5' – 6' tall fence running along the northern project boundary; 7) installation of two public parking bays along the south side of Tinloy Street; 8) asphalt overlay along portions of Tinloy Street, Bank Street, and Bennett Street; and 9) installation of other related site elements (e.g. landscaping, benches, trash receptacles, lighting, signage, etc).

This Notice of Availability serves as public notice that the County of Nevada has prepared a Mitigated Negative Declaration for the project identified above. As mandated by Public Resources Code § 21091, the minimum public review period for this document is 30 days. The public review period for the proposed project is from March 8 to April 8, 2010. **Comments must be received by 5:00 p.m. on the last day of the comment period, April 8, 2010.** Send comments to David A. Garcia, Jr., Transportation Planner, at David.Garcia@co.nevada.ca.us or by mail at Nevada County Department of Public Works, 950 Maidu Avenue, Nevada City, CA 95959.

Comments received on this Initial Study will be considered by the Board of Supervisors prior to approval of the document. The Board of Supervisors will hold a public hearing on **April 13, 2010, 10:30 a.m.** before it considers certification of the Initial Study and approval of the proposed project.

The Initial Study prepared for this project and the documents used in preparation of this study can be reviewed at the Nevada County Department of Public Works, Madelyn Helling Library, City of Grass Valley and at <http://new.mynevadacounty.com/transit/index.cfm>. Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date, a Draft Mitigated Negative Declaration has been prepared because no substantial evidence exists, as indicated in the attached Initial Study, that the proposed project may have a significant environmental effect.

Prepared by:


David A. Garcia, Jr., Transportation Planner (530) 265-7038


Date

**NEVADA COUNTY, CALIFORNIA
INITIAL STUDY**

To: NC Transit Services – Susan Healy-Harman
Co Counsel – Michael Jamison
N Sierra Air Quality Management District
Regional Water Quality Control Board
State Clearinghouse
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Dept of Fish & Game – Env Svcs
Army Corps of Engineers
Board of Supervisors – Clerk of the Board
Wolf Creek Community Alliance

Date: March 5, 2010

Prepared by: David A. Garcia, Jr., Transportation Planner
Email: David.Garcia@co.nevada.ca.us

File Number(s): 889808, 889809

Project Location: Tinloy Street, between Bank Street and East Bennett Street

General Plan Designation(s): Caltrans R/W

Zoning District(s): Caltrans R/W

Project Description:

This project proposes to relocate the Gold Country Stage Transit Transfer Center from Church and Neal Street in downtown Grass Valley to Tinloy Street, between Bank Street and East Bennett Street on the eastern edge of downtown Grass Valley. The project area is approximately 1.4 acres. The proposed facility will consist of: 1) a 20' x 10' restroom/pump house/storage building; 2) a 330 foot transit vehicle only transfer bay along the north side of Tinloy; 3) an American's with Disabilities Act (ADA) compliant 12-foot wide sidewalk/passenger waiting area; 4) two 12' wide x 100' shelter structures; 5) a 2' – 4' high retaining wall and related earthwork along the northwestern portion of the project site; 6) a 5' – 6' tall fence running along the northern project boundary; 7) installation of two public parking bays along the south side of Tinloy Street; 8) asphalt overlay along portions of Tinloy Street, Bank Street, and Bennett Street; and 9) installation of other related site elements (e.g. landscaping, benches, trash receptacles, lighting, signage, etc).

Public Agencies Whose Approval May Be Required:

- California Department of Fish and Game – Streambed Alteration Agreement (Section 1600)
- California Department of Transportation, Division of Mass Transportation – Plans and Specifications
- California Department of Transportation, Right-of-Way/Encroachment – Encroachment Permit/Maintenance Agreement

SUMMARY OF IMPACTS and PROPOSED MITIGATION MEASURES

Environmental Factors Potentially Affected:

All of the following environmental factors have been considered. Those environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant With Mitigation" as indicated by the checklist on the following pages.

—	1. Land Use / Planning	—	2. Population / Housing	—	3. Geology / Soils
—	4. Hydrology / Water Quality	✓	5. Air Quality	—	6. Greenhouse Gas Emissions
—	7. Transportation / Circulation	✓	8. Biological Resources	—	9. Mineral Resources
—	10. Hazards / Hazardous Materials	✓	11. Noise	—	12. Public Services
✓	13. Utilities / Service Systems	—	14. Aesthetics	—	15. Agriculture Resources
✓	16. Cultural Resources	—	17. Recreation	—	18. Mandatory Findings of Significance

Summary of Recommended Mitigation Measures:

5. **AIR QUALITY:** To offset potentially adverse impacts to air quality from the proposed project, the following mitigation measures shall be implemented:

Mitigation Measure 5A: Control dust during project construction. Dust control shall conform to the provisions in Section 10, "Dust Control," of the State of California Department of Transportation, Standard Specifications.

- Dust control shall consist of applying either water or dust palliative, or both, for the alleviation or prevention of dust nuisance.
- Dust resulting from the Contractor's performance of the work, either inside or outside the right-of-way shall be controlled by the Contractor in conformance with the provisions in Section 7 (DOT, Standard Specifications), "Legal Relations and Responsibility."
- It is understood that the provisions in Section 10 (DOT, Standard Specifications), "Dust Control," will not prevent the Contractor from applying water or dust palliative for the Contractor's convenience if the Contractor so desires; however, the Contractor shall endeavor, whenever possible, to restrict the use of water to control dust for its convenience due to the ongoing need to conserve water.

Mitigation Measure 5B: Control exhausts emissions. Portable engines and equipment shall meet the following requirements pursuant to NSAQMD and California Air Resources Board (CARB) requirements: Any equipment with a portable engine attached having a brake horsepower rating of 50 or more, that does not provide motive power to a vehicle, is required to

have either a permit from the NSAQMD or, if the engine is portable, may instead have a Portable Equipment Registration Program (PERP) registration issued by the CARB. In addition to engines, any ancillary equipment that emits pollutants to the air exceeding 2 pounds per day shall also be registered under PERP, or have a separate NSAQMD permit for operations. However, if the portable equipment will remain at a single location for 12 continuous months or more, a PERP registration in lieu of a NSAQMD permit is allowable. NSAQMD and CARB permits include conditions that limit production, fuel usage, and dust and NOX emissions, and require that construction equipment meet State standards.

Mitigation Measure 5C: Comply with the Asbestos Airborne Toxic Control Measure (ACTM) for construction. Ultramafic rock/naturally occurring asbestos is not likely to be encountered in the project area (Tinloy Street between Bank and Bennett Streets), based on the maps specified in the Asbestos ATCMs. However, if serpentine, ultramafic rock, or naturally occurring asbestos is discovered during construction or grading, the NSAQMD shall be notified no later than the following business day and specific requirements contained in Section 93105 of Title 17 of the California Code of Regulations shall be strictly complied with.

Mitigation Measure 5D: Comply with open burning prohibitions. Open burning of site or road-cleared vegetation is conditionally prohibited. Cleared vegetation shall be treated by legal means other than open burning, such as chipping, shredding, grinding, use as firewood, and conversion to biomass fuel, with the following exception: Open burning of site-cleared vegetation shall be permitted only upon Northern Sierra Air Quality Management District approval of documentation showing alternatives are unobtainable or economically infeasible. Conditional permitting of open burning would be equally effective in reducing impacts related to release of particulate matter because the permit would have conditions upon it to reduce adverse impacts. These conditions include but are not limited to burning only on an allowed burn day with adequate dispersion characteristics, clean burn piles free of dirt and debris other than vegetative matter, and informing NSAQMD prior to burning to ensure that conditions are conducive to safe and allowable burning (such as relatively calm wind conditions, low fire hazard, low ambient particulate matter, etc.).

8. **BIOLOGICAL RESOURCES:** The following BMPs should be implemented to avoid and minimize the potential impacts of constructing the Transfer Center on special status species, waters of the U.S., and the natural movement corridor along Wolf Creek.

Mitigation Measure 8A: Establish the Wolf Creek Corridor as an Environmentally Sensitive Area. Prior to construction or vegetation removal, the Wolf Creek corridor shall be designated as an Environmentally Sensitive Area (ESA) on plans and specifications. All work proposed within 50 feet of these features, shall not begin until the ESAs are delineated on the ground with orange safety fencing. A biologist shall verify the limits of the ESA fencing on the ground prior to construction. The ESA fences shall remain in place for the entire duration of construction. No earth-moving activities, vehicles, heavy equipment, lay-down areas, or other construction shall be permitted within the ESAs, unless as part of a mitigation plan approved by the appropriate permitting agencies. The boundaries of the ESAs shall be clearly shown on all final plans and specifications.

Mitigation Measure 8B: Implement Best Management Practices. To protect water quality and aquatic life in Wolf Creek, the contractor shall implement standard Best Management Practices during and after construction. These measures include, but are not limited to:

- a) Construction in or near drainages shall only occur during the dry season (as it is defined in the CDFG 1600 permit).
- b) Coordinate with CDFG, U.S. Army Corps of Engineers, and Regional Water Quality Control Board to obtain all required permits and comply with all terms and conditions of the permits.
- c) At no time shall heavy equipment operate in flowing water or saturated soils.
- d) Prior to the start of work, install silt-fencing, straw bales, sediment catch basins, straw or coir logs or rolls, or other sediment barriers to keep erodible soils and other pollutants from entering drainages. Retain existing ground cover of English Ivy to further reduce the potential impacts of the project on erosion along the steep bank. Before the first heavy rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal.
- e) Disruption of soils and vegetation near Wolf Creek shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch. If straw is used for mulch or for erosion control, utilize only certified weed-free straw to minimize the risk of introduction of noxious weeds, such as yellow star thistle.
- f) The contractor shall exercise every reasonable precaution to protect Wolf Creek from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and wash water shall be prevented from discharging into or near these resources and shall be collected and removed from the site. No slash or other natural debris shall be placed in or adjacent to Wolf Creek. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.

Mitigation Measure 8C: Provide Copies of these BMPs to the Contractors and their Workers to Assure Compliance with Mitigation Measures during Construction.

- 11. NOISE:** To offset potentially adverse noise impacts related to construction activities, the following mitigation measure is recommended:

Mitigation Measure 11A: Limit construction activities to reduce noise impacts. Hours of operation for construction activities shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Saturday. These limited hours of operation shall be noted on grading and improvement plans.

- 13. UTILITIES / SERVICE SYSTEMS:** To offset potentially adverse impacts associated with solid waste disposal from construction activities, the following mitigation measure shall be implemented:

Mitigation Measure 13A: Appropriately dispose of vegetative and toxic waste. Stumps and industrial toxic waste (petroleum and other chemical products) shall be properly disposed of in compliance with existing regulations at the appropriate facilities. This mitigation measure shall be included as a note on all grading and improvement plans.

- 16. Cultural Resources:** To offset potentially significant impacts associated with unanticipated discover of cultural resources, the following mitigation measure is recommended:

Mitigation Measure 16A: Protection of Archaeological Artifacts. In the event that archaeological artifacts or human remains are uncovered during construction activities, the Contractor shall stop work at that location and immediately notify the Engineer. A professional archaeologist shall be consulted to access any discoveries and develop appropriate management recommendations for archaeological resource treatment. The Contractor shall dedicate any discovered artifacts, determined as "removable" by a qualified archaeologist, to the appropriate preservation center, or to the County of Nevada. If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, are discovered during ground-disturbing activities, contractors shall stop work within 100 feet of the find. If bones are encountered and appear to be human, the Nevada County Coroner and the Native American Heritage Commission shall be contacted. If the resources encountered are Native American in origin, Native American tribes and individuals recognized by the County shall be notified and consulted about any plans for treatment.

Mitigation Monitoring Matrix:

MEASURE	MONITORING AUTHORITY	WHEN IMPLEMENTED
5A-5D	Nevada Co. Department of Public Works, NSAQMD.	During project construction
8A-8C	Nevada Co. Department of Public Works, CDFG, U.S. Corps of Engineers, and the Regional Water Quality Control Board.	Prior to construction and during construction as needed
11A	Nevada Co. Department of Public Works	During project construction
13A	Nevada Co. Department of Public Works	During project construction
16A	Nevada Co. Department of Public Works	During project construction

INITIAL STUDY AND CHECKLIST

Introduction

This checklist is to be completed for all projects that are not exempt from environmental review under the California Environmental Quality Act (CEQA). The information, analysis and conclusions contained in the checklist are the basis for determining whether an Environmental Impact Report (EIR) or Negative Declaration is to be prepared. If an EIR is deemed necessary based on the conclusions of the Initial Study, the checklist is used to focus the EIR on the effects determined to be potentially significant. This Initial Study uses the following terms to describe the level of significance of adverse impacts. These terms are defined as follows.

- **No Impact:** An impact that would result in no adverse changes to the environment.
- **Less than Significant Impact:** An impact that is potentially adverse but does not exceed the thresholds of significance as identified in the impact discussions. Less than significant impacts do not require mitigation.

- **Less than Significant With Mitigation:** An environmental effect that may cause a substantial adverse change in the environment without mitigation, but which is reduced to a less than significant level with mitigation identified in the Initial Study.
- **Potentially Significant Impact:** An environmental effect that may cause a substantial adverse change in the environment; either additional information is needed regarding the extent of the impact to make the significance determination, or the impact would or could cause a substantial adverse change in the environment. A finding of a potentially significant impact would result in the determination to prepare an EIR.

Project Purpose

The current Grass Valley transit transfer site (Church and Neal Streets) has a number of deficiencies including: inadequate vehicle site distance, substandard bus bay widths, passage loading/waiting area and accommodations for disabled (wheelchair-bound) passengers. The shortfalls associated with this facility generate operational inefficiencies in transit services resulting in traffic congestion and delays. An important piece in the region's transportation strategy is to address the deficiencies associated with the GCS transfer/passenger facility serving downtown Grass Valley.

This project proposes a relocation of the transit transfer facility to Tinloy Street in order to address said deficiencies. In addition to being adequate in size and form, the Tinloy site is within easy walking distance to the downtown core area, within close proximity to SR 49/20, able to incorporate a pedestrian greenway along the creek, does not reduce downtown parking and will relocate bus routes away from congested downtown streets.

Project Description

Project Setting: The Gold Country Stage (GCS) is a fixed-route transit program that connects population, commercial and employment centers throughout western Nevada County. GCS operates 7 routes that serve the Nevada City/Grass Valley area, unincorporated western Nevada County, the SR 49 corridor between Auburn and Nevada City, and the SR 174 corridor between Grass Valley and Colfax. Two transfer points currently exist in the service area: at the National Hotel on Broad Street in Nevada City (providing an opportunity to transfer between three routes), and at the intersection of Church and Neal Streets in Grass Valley (providing an opportunity to transfer between 7 routes). GCS is the primary form of public transportation available within Western Nevada County.

The current Grass Valley transit transfer site (Church and Neal Streets) has a number of deficiencies including: inadequate vehicle site distance, substandard bus bay widths, passage loading/waiting area and accommodations for disabled (wheelchair-bound) passengers. The shortfalls associated with this facility generate operational inefficiencies in transit services resulting in traffic congestion and delays. An important piece in the region's transportation strategy is to address the deficiencies associated with the GCS transfer/passenger facility serving downtown Grass Valley.

Project History: In 2007 the Nevada County Transportation Commission (NCTC), on behalf of the County of Nevada and Grass Valley contracted with LSC Transportation Consultants, Inc. to conduct a study to evaluate solutions for the current site and/or identify and evaluate several candidate sites for a new Gold Country Stage transit transfer facility. Upon evaluating the existing site and eight potential new site locations within Grass Valley the report concluded that the preferred location was a vacant site situated between Tinloy Street (between Bank Street and East Bennett Street) and Wolf Creek in the southeastern portion of downtown Grass Valley.

In evaluating the advantages and disadvantages of the alternatives, the NCTC Technical Advisory Committee chose the "Tinloy Street Site" alternative because it best meets the goals and needs of the GCS program. In addition to being adequate in size and form, the Tinloy site is within easy walking distance to the downtown core area, within close proximity to SR 49/20, able to incorporate a pedestrian greenway along the creek, does not reduce downtown parking and would relocate bus routes away from congested downtown streets.

Project Site: The proposed Transfer Center project site is situated between Tinloy Street (between Bank Street and East Bennett Street) and Wolf Creek in the eastern portion of downtown Grass Valley. The subject property is located completely within Caltrans right-of-way, Tinloy Street is the southbound frontage road along the west side of SR 49/20. The proposed transit center facility site is approximately 12,500 square feet, ranging from approximately 18 feet to 30 feet between the edge of curb and Wolf Creek, with a slight slope. The site is largely undeveloped apart from minor landscaping and a pedestrian dirt and gravel path. Other project related improvements (e.g. installation of parking stalls and overlays) will be contained within a 1.4 acres area between the Bennett/Tinloy and Bank/Tinloy intersects.

Surrounding land uses are primarily commercial, public. The properties located along the creek abutting Tinloy Street are zoned Town Core (TC) and are designated Public (Post Office) and Commercial. The TC zone is intended to promote mixed-use and pedestrian-oriented developments that strengthen and enhance the downtown area. A transit Center in this location would not only be consistent with mixed use and commercial development, but it would also enhance pedestrian access to and through the downtown area (Transit Center Study).

Project Design: Nevada County Department of Public Works prepared the Civil engineering design plans and specifications; and Siteline Architecture, Inc. and McProud & Associates Landscape Architecture prepared the architectural design elements for the proposed transit facility.

The facility will consist of a 330 foot transit vehicle only transfer bay along the north side of Tinloy Street; with an ADA compliant sidewalk/passenger waiting area covered by two 12' x 100' shelter structures. Additionally, there will be a 20' x 10' detached storage/pump house/private restroom facility. Parking will be provided along the south side of Tinloy Street. Other related site improvements include the installation of landscaping, benches, bicycle racks, lighting, signage, etc.

The projects architectural features including: material selection, color palettes and incorporated streetscape items (i.e. landscape materials, lighting, benches, signage, trash receptacles, railing and fencing) have been designed or selected in accordance with the City of Grass Valley Downtown Streetscape Standards manual and the Grass Valley Development Code.

Because this project is located within Caltrans right-of-way and within the City of Grass Valley this project has been designed to meet the standards of both jurisdictions. In order to achieve this goal the Nevada County Department of Public Works and Siteline Architecture Inc., have coordinated meetings with applicable Caltrans divisions, applicable City of Grass Valley Community Development Agency staff and a number of local interested community groups (i.e. APPLE-NC, FREED Center for Independent Living, Wolf Creek Community Alliance, Grass valley Downtown Association, Nevada County Transit Advisory Committee, Grass Valley Chamber of Commerce). As a result of the input received at these meetings, the elevations, materials and architectural look of this project has been refined to meet the visual character of downtown Grass Valley and Nevada County.

Funding: This project is funded with American Recovery and Reinvestment Act (ARRA), Proposition 1B and Federal Earmark funds.

Relationship to Other Projects

There are no projects known to be directly or indirectly related to this project.

1. LAND USE / PLANNING

Existing Setting

The proposed Transfer Center project site is situated between Tinloy Street (between Bank Street and East Bennett Street) and Wolf Creek in the eastern portion of downtown Grass Valley. The subject property is located completely within Caltrans right-of-way. The site is largely undeveloped apart from minor landscaping and a pedestrian dirt and gravel path. Surrounding land uses are primarily commercial, public.

Would the proposed project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Structures and/or land uses incompatible with existing land uses?					✓
b. The induction of growth or concentration of population?				✓	
c. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				✓	
d. The loss of open space?				✓	
e. Substantially alter the present or planned land use of an area, or conflict with a general plan designation or zoning district?				✓	
f. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓	
g. Disrupt or divide the physical arrangement of an established community, including a low-income or minority community?				✓	

Impact Discussion

1a, e, f. The project site is located within the SR 20/49 corridor (Caltrans right-of-way), in southeastern downtown Grass Valley. The properties located along the creek abutting Tinloy Street are zoned Town Core (TC) and are designated Public (Post Office) and Commercial. The TC zone is intended to promote mixed-use and pedestrian-oriented developments that strengthen and enhance the downtown area. A transit Center in this location would not only be consistent with mixed use and commercial development, but it would also enhance pedestrian access to and through the downtown area (Transit Center Study).

The proposed project would have a **Beneficial Impact** related to incompatible land uses or substantially altering the present or planned land use of the area, nor would it conflict with a

general plan designation or zoning district or with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

- 1b, d. This is an infill project proposing to relocate an existing transit Transfer facility and taking advantage of existing infrastructure within downtown Grass Valley and would not contribute to the need for additional housing, induce substantial population growth or the loss of open space. Therefore, there would be *no impact* related to growth inducement.
- 1c. The project is located within the boundaries of the City Grass Valley and would connect directly to the City's sewer main trunk line which runs along Tinloy Street. Additionally, adequate roadways exist to serve the proposed project; therefore, there would be *no impact* related to extension of sewer lines or roads.
- 1g. Due to the projects location, on a frontage road adjacent to the SR 20/49 corridor, the proposed project would not disrupt or divide the physical arrangement of the community. Therefore, the proposed project would have *no impact* related to division of an existing community.

2. POPULATION / HOUSING

Existing Setting

The subject property is located within Caltrans right-of-way and does not have established residential uses onsite, the properties located along the creek abutting Tinloy Street are zoned Town Core (TC) and are designated Public (Post Office) and Commercial.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓	

Impact Discussion

- 2a-c. The proposed project is located within Caltrans right-of-way, would take advantage of existing infrastructure and would therefore not result in development or alteration of existing land uses. As such, the project would not result in direct or indirect population growth or displace housing or people. Therefore, the proposed project would have *no impact* related to these issues.

3. GEOLOGY / SOILS

Existing Setting

The central Grass Valley area is located on Quartz diorite, tonalite, trondhjemite, and quartz monzonite rocks. Project site soils are dominated by Josephine-Sites-Mariposa association, which exhibits undulating to very steep, well-drained loams formed over metasedimentary and metabasic rock. Most of the soils in this association have depths of 40-60 inches to weathered bedrock. Josephine-Sites-Mariposa association soils have permeabilities in the range of 0.6 to 2.0 inches per hour (generally moderate permeabilities).

The County's Master Environmental Inventory does not show the project site as being in an area with an adverse potential for landslides. Faults within Nevada County's western half are prequaternary (older than two million years), and Grass Valley is located within a low intensity zone for earthquake severity. Existing slopes on the site are gentle with 0-3% slope gradient.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Result in exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?			✓		
b. Result in disruption, displacement, compaction, or over-covering of the soil by cuts, fills, or extensive grading?			✓		
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓		
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓	
e. Result in any increase in wind or water erosion of soils, on or off the site?			✓		
f. Changes in siltation, deposition or erosion, which may modify the channel of a river, or stream, or the bed any bay, inlet or lake?			✓		
g. Result in excessive grading on slopes of over 30 percent?				✓	

Impact Discussion

- 3a-c,e-f. Prior to construction a detailed engineering plan prepared by a registered Civil Engineer and a detailed soils report certified by a soils engineer registered in the state of California and qualified to perform soils work will be reviewed and approved by the California Department of Transportation. The detailed engineering plan and soils report will evaluate: parking, building foundation and footprint, graded slopes and elevations, curb and gutters, lighting, striping, paving, water and sewer pipelines and storm drains; and a minimum of geotechnical investigation with regard to liquefaction, expansive soils, and seismic safety. No import or export of soils is anticipated. While construction activities could lead to erosion, potentially adverse erosion and sedimentation impacts from storm water runoff during construction, would be mitigated by Best Management Practices (BMPs) outlined in Mitigation Measures 8A through 8C. Therefore, the impact related to unstable soils and erosion would be *Less Than Significant*.
- 3d. This Project would utilize the Grass Valley public sewer system which has adequate capacity to accommodate this project. Therefore, there would be *no impact* related to sewage disposal.
- 3g. The proposed project would not include grading on slopes of over 30 percent. Therefore, there would be *no impact* related to excessive grading on slopes of over 30 percent.

4. HYDROLOGY / WATER QUALITY

Existing Setting

The project site is located in the Wolf Creek watershed, which covers an area of approximately 9.8 square miles (6,272 acres). The project site is relatively flat with a median elevation of 2,406 feet above sea level (FEMA datum). Wolf Creek borders the northwestern portion of the project site and is considered a Waters of the U.S. by virtue of having connectivity to navigable waters and is thus subject to Corps jurisdiction. Excepting a single storm drain outfall (rip-rapped/armored to prevent erosion) no modifications are proposed within the channel.

The Flood Insurance Rate Map (FIRM) for this area (panel 631 and 633), prepared by the Federal Emergency Management Agency (FEMA) identifies the project site as Zone "AE" (100-year floodplain), and "X" (500-year floodplain).

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Violate any water quality standards or waste discharge requirements?			✓		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?				✓	
c. Substantially alter the existing			✓		

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?					
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			✓		
e. Create or contribute to runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓		
f. Otherwise substantially degrade water quality?			✓		
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓	
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				✓	
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓	
j. Create inundation by mudflow?			✓		

Impact Discussion

4a,c-f. The proposed project would result in 83 % of the site being covered by impervious surfaces, including buildings and other surfaced areas such as roads, which is a 25% increase over existing conditions. The remaining 17% of the project area would be landscaped and open space. Increase in impermeable surfaces due to development is not expected to create a significant increase in storm water runoff to Wolf Creek. The projects civil site design will address surface drainage in a manner that will preserve existing overall drainage patterns; no significant increase in runoff quantities is expected. Additionally, a storm drain and inlet system will be installed at the low point on Tinloy Street and connect into Wolf Creek to mitigate existing drainage problems. Said storm outfall shall be properly rip-rapped/armored to prevent erosion after installation, and shall be constructed in full compliance with State of California Department of Fish and Game requirements for erosion control and streambed protection.

To address water quality this project will incorporate a high velocity storm-water interceptor into the storm drain system to prevent runoff contaminated with sediment and oil from entering into Wolf Creek. While construction activities could lead to erosion, potentially adverse erosion and sedimentation impacts from storm water runoff during construction, would be mitigated by Best Management Practices (BMPs) outlined in Mitigation Measures 8A through 8C. Therefore, this impact would be *Less Than Significant*.

- 4b. The project would not impact groundwater supplies as adequate infrastructure and capacity exists via the City of Grass Valley public water system, to provide for the facility. Therefore, the project is expected to result in *no impact* related to depletion of groundwater supplies or interference with groundwater recharge.
- 4g-h. The Flood Insurance Rate Map (FIRM) for this area (panel 631 and 633), prepared by the Federal Emergency Management Agency (FEMA) identifies the project site as Zone "AE" (100-year floodplain), and "X" (500-year floodplain). Superimposing FIRM boundaries upon a project site plan, zone AE is largely contained within the channel (top of bank). The proposed limits of work (i.e. fill placement and structures) are outside the boundary of the "AE" zone. Minor fill, retaining walls, transit shelters and the restroom structure will be placed in a portion of adjacent FEMA zone "X" (500-year floodplain). All structures will have a finish floor elevation a minimum of 1 foot above the 100-year flood elevation. Therefore, there would be *no impact* associated with placement of housing or structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- 4i. The proposed project would not result in direct or indirect impacts to a levee or dam, and would not substantially contribute to storm water flows near a floodplain. Therefore, the proposed project would result in *no impact* related to exposure of people or structures to flooding.
- 4j. The project site is not known to have mudflows, and the proposed project would not contribute substantially to runoff that could trigger mudflows. Therefore, the proposed project is unlikely to create inundation by mudflow and this impact is considered *less than significant*.

5. AIR QUALITY

Existing Setting

State and federal air quality standards have been established for six ambient air pollutants, primarily to protect human health and welfare. These six criteria air pollutants include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and suspended particulate matter (PM10, particulate matter with a diameter of 10 microns or less). When the monitored ambient air concentration exceeds an air quality standard, the state or federal government designates the area "non-attainment" for that pollutant. If no violations of the air quality standards occur, an area is said to be "in attainment."

The overall air quality in Nevada County is good with the exception of two known air quality problems: ozone and PM10. Nevada County is in attainment for all federal standards with the exception of western Nevada County, which is in non-attainment for the federal 8-hour ozone standard. Under the more stringent California air quality standards, Nevada County is in non-attainment for the 1- and 8-hour ozone standards and PM10 standards.

Although ozone-producing sources exist in the County, most of the ozone in the County is transported from urban areas to the southwest. Local sources of ozone-producing chemicals occur during seasonal and peak traffic flows around the Interstate-80 corridor in eastern Nevada County. PM10 violations in winter are primarily due to wood smoke from the use of woodstoves and fireplaces and debris burning, while summer and fall violations often occur during forest fires or periods of open burning.

In 1997, the EPA acknowledged that PM2.5 (particulate matter with a diameter of 2.5 microns or less) represents an air pollutant of concern and subsequently released new national ambient air quality standards (NAAQS) for PM2.5. In order to meet these new standards, the California Air Resources Board (CARB) and local air quality management districts (AQMDs) in California are developing a PM2.5 monitoring network. The Northern Sierra Air Quality Management District (NSAQMD) currently has seven years of monitoring data for PM2.5. With another three years of continuous monitoring, more solid conclusions regarding PM2.5 pollution in the area may be obtained and local standards developed. Like PM10, PM2.5 is also primarily a product of combustion processes, e.g., woodstoves, forestry and residential open burning, vehicle traffic and wind-blown dust, common in the populated areas of Nevada County. Natural sources of suspended particulates occur from wind blow dust and pollen.

Ultramafic rock and its altered form, serpentine rock (or serpentinite), both contain asbestos. Ultramafic rock and serpentine exist throughout the County. Disturbance of this rock and soil can result in the release of microscopic cancer-causing asbestos fibers into the air, resulting in potential health and safety hazards. The major health risks linked to asbestos are asbestosis, a scarring of the lungs; mesothelioma, a cancer of the lung and chest linings; and lung cancer. Sources of asbestos emissions include but are not limited to unpaved roads/driveways surfaced with ultramafic rock and ground-disturbance activities occurring in ultramafic rock deposits.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Result in substantial air pollutant emissions or deterioration of ambient air quality?		✓			
b. Violate any air quality standard or contribute to an existing or projected air quality violation?		✓			
c. Expose sensitive receptors to substantial pollutant concentrations?		✓			
d. Create objectionable smoke, ash, or odors?		✓			
e. Generate dust?		✓			
f. Exceed any potentially significant thresholds adopted in County/State Plans and Goals?			✓		
g. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative			✓		

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
thresholds for ozone precursors)?					

Impact Discussion

5a-e. The proposed project could result in fugitive dust from project construction as well as pollutant emissions from heavy equipment used for grading, road construction, and other construction activities. The construction activities would likely increase particulate matter from diesel and dust and increase hydrocarbon release for the synthesis of ozone. Impacts from fugitive dust and construction vehicle emissions are considered potentially significant without additional mitigation as required by the Northern Sierra Air Quality Management District. Serpentine soils or ultramafic rock are not mapped in the project area (Northern Sierra Air Quality Management District 2010). However, it is possible that serpentine soils could be encountered. Additionally, while all onsite trees over 8 inches dbh will be preserved, burning of other onsite vegetation could result in potential air quality impacts associated with particulate matter production.

The Gold Country Stage (GCS) is a fixed-route public transit program that connects population, commercial and employment centers throughout western Nevada County. GCS operates 7 routes that served the Grass Valley/Nevada City area, unincorporated western Nevada County and the SR 49 Corridor (between Auburn and Grass Valley). The existing transfer site (Church and Neal Streets) generates operational inefficiencies in transit services resulting in traffic congestion, delays and inadequately accommodations for disabled (wheelchair-bound) passengers. An important piece in the region's transportation strategy is to address the deficiencies associated with the GCS transfer/passenger facility serving downtown Grass Valley. In 2007 eight potential alternative transfer site locations were evaluated; the Tinloy Street site (between Bennett and Bank Streets) was selected as the preferred location due to the sites proximity to Highway 49 and downtown Grass Valley. The intent of this project is to increase the efficiency of the GCS transportation system.

Project construction impacts would be considered *less than significant with mitigation* as identified in Mitigation Measures 5A through 5D below.

- 5f. Impacts to air quality would not be substantially adverse with implementation of Mitigation Measures 5A through 5D below. Therefore, the proposed project would not exceed any potentially significant thresholds adopted in County/State plans and goals and impacts would be *less than significant*.
- 5g. Western Nevada County is in non-attainment for the Federal 8-hour ozone standard, and the entirety of Nevada County is in non-attainment for the State 1- and 8-hour ozone standards and PM10 standards. While most of the ozone in the County is transported from urban areas to the southwest, PM10 sources primarily come from within the County. PM10 violations in winter are largely due to wood smoke from the use of woodstoves and fireplaces, while summer and fall violations often occur during forest fires or periods of open burning. The proposed project would result in a temporary but incrementally small net increase in pollutants due to vehicle and equipment emissions. While all onsite trees over 8 inches dbh will be preserved, potential burning of other onsite vegetation could result in potential air quality impacts associated with particulate matter production. However, the Dust Control Plan, Air Pollution Permit, and

potential open burning required by NSAQMD, would reduce impacts to the extent that the project would not contribute to a cumulatively considerable net increase for ozone and PM10. Therefore, this impact is *less than significant*.

Mitigation Measures

To offset potentially adverse impacts to air quality from the proposed project, the following mitigation measures shall be implemented:

Mitigation Measure 5A: Control dust during project construction. Dust control shall conform to the provisions in Section 10, "Dust Control," of the State of California Department of Transportation, Standard Specifications.

- Dust control shall consist of applying either water or dust palliative, or both, for the alleviation or prevention of dust nuisance.
- Dust resulting from the Contractor's performance of the work, either inside or outside the right-of-way, shall be controlled by the Contractor in conformance with the provisions in Section 7 (DOT, Standard Specifications), "Legal Relations and Responsibility."
- It is understood that the provisions in Section 10 (DOT, Standard Specifications), "Dust Control," will not prevent the Contractor from applying water or dust palliative for the Contractor's convenience if the Contractor so desires; however, the Contractor shall endeavor, whenever possible, to restrict the use of water to control dust for its convenience due to the ongoing need to conserve water.

Mitigation Measure 5B: Control exhaust emissions. Portable engines and equipment shall meet the following requirements pursuant to NSAQMD and California Air Resources Board (CARB) requirements: Any equipment with a portable engine attached having a brake horsepower rating of 50 or more, that does not provide motive power to a vehicle, is required to have either a permit from the NSAQMD or, if the engine is portable, may instead have a Portable Equipment Registration Program (PERP) registration issued by the CARB. In addition to engines, any ancillary equipment that emits pollutants to the air exceeding 2 pounds per day shall also be registered under PERP, or have a separate NSAQMD permit for operations. However, if the portable equipment will remain at a single location for 12 continuous months or more, a PERP registration in lieu of a NSAQMD permit is allowable. NSAQMD and CARB permits include conditions that limit production, fuel usage, and dust and NOX emissions, and require that construction equipment meet State standards.

Mitigation Measure 5C: Comply with the Asbestos Airborne Toxic Control Measure (ACTM) for construction. Ultramafic rock/naturally occurring asbestos is not likely to be encountered in the project area (Tinloy Street between Bank and Bennett Streets), based on the maps specified in the Asbestos ATCMs. However, if serpentine, ultramafic rock, or naturally occurring asbestos is discovered during construction or grading, the NSAQMD shall be notified no later than the following business day and specific requirements contained in Section 93105 of Title 17 of the California Code of Regulations shall be strictly complied with.

Mitigation Measure 5D: Comply with open burning prohibitions. Open burning of site or road-cleared vegetation is conditionally prohibited. Cleared vegetation shall be treated by legal means other than open burning, such as chipping, shredding, grinding, use as firewood, and conversion to biomass fuel, with the following exception: Open burning of site-cleared vegetation shall be permitted only upon Northern Sierra Air Quality Management District

approval of documentation showing alternatives are unobtainable or economically infeasible. Conditional permitting of open burning would be equally effective in reducing impacts related to release of particulate matter because the permit would have conditions upon it to reduce adverse impacts. These conditions include but are not limited to burning only on an allowed burn day with adequate dispersion characteristics, clean burn piles free of dirt and debris other than vegetative matter, and informing NSAQMD prior to burning to ensure that conditions are conducive to safe and allowable burning (such as relatively calm wind conditions, low fire hazard, low ambient particulate matter, etc.).

6. GREENHOUSE GAS EMISSIONS:

Existing Setting

Environmental Setting

Climate change refers to any significant change in measure of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural process, and human activities that change the composition of the atmosphere and alter the surface and features of land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of Green House Gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming. In California, the transportation sector is the largest emitter of greenhouse gases (California Energy Commission 2006a).

State law defines GHG to include the following: Carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (Health and Safety Code, section 38505 (g)). The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide. (OPR)

Regulatory Setting

Assembly Bill 1493: In 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 requires that the California Air Resources Board (ARB) develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty truck and other vehicles determined by the ARB to be vehicles whose primary use is noncommercial personal transportation in the state."

Executive Order S-3-05: Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is indeed vulnerable to the resulting impacts of climate change. The order declares that increased temperatures could reduce the Sierra's snow pack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary will also submit biannual reports to the governor and state legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the

Secretary of the CalEPA created a Climate Act Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

Assembly Bill 32, The California Climate Solutions Act of 2006 In September 2006, the Global Warming Solutions Act of 2006 (AB 32) was signed into law by Governor Arnold Schwarzenegger. It was the first legislation cutting global warming pollution in the United States. AB 32 requires that statewide greenhouse gas emissions be reduced to 1990 levels by the year 2020, this results in roughly a 25% reduction under "business as usual" estimates. This reduction will be accomplished through an enforceable statewide cap on greenhouse gas emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide greenhouse gas emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address greenhouse gas emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle greenhouse gas emissions under the authorization of AB 32. AB 32 requires that the California Air Resources Board (CARB) adopt a quantified cap on greenhouse emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in greenhouse gas emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

Would the proposed project result in any of the following:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?			✓		
b. Conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?					✓

Impact Discussion

6a. According to the United States Environmental Protection Agency (US EPA), transportation sources accounted for 29 percent of total U.S. greenhouse gas (GHG) emissions in 2006. Transportation is the fastest-growing source of GHGs in the U.S., accounting for 47 percent of the net increase in total U.S. emissions since 1990 and is also the largest end-use source of CO₂, which is the most prevalent greenhouse gas. Fossil fuel consumption in the transportation sector was the single largest source of California's greenhouse gas emissions in 2004, accounting for 40.7% of total greenhouse gas emissions in the state (*California Energy Commission 2006a*).

The Gold Country Stage (GCS) is a fixed-route public transit program that connects population, commercial and employment centers throughout western Nevada County. GCS operates 7 routes that

serve the Grass Valley/Nevada City area, unincorporated western Nevada County and the SR 49 Corridor (between Auburn and Grass Valley). The existing transfer site (Church and Neal Streets) generates operational inefficiencies in transit services resulting in traffic congestion, delays and inadequately accommodations for disabled (wheelchair-bound) passengers. An important piece in the region's transportation strategy is to address the deficiencies associated with the GCS transfer/passenger facility serving downtown Grass Valley. In 2007 eight potential alternative transfer site locations were evaluated; the Tinloy Street site (between Bennett and Bank Streets) was selected as the preferred location due to the sites proximity to Highway 49 and downtown Grass Valley, providing improved traffic and pedestrian circulation.

Public transportation serves to reduce greenhouse gas emissions associated with individual passenger vehicle trips and ease traffic congestion helping to reduce greenhouse gas emissions by soothing the flow of traffic to allow automobile engines to operate more efficiently. Additionally, the Tinloy Street Transit Transfer Center project proposes a relocate the existing Grass Valley transit transfer facility to increase the efficiency of the GCS transportation system. Therefore, the impact associated with greenhouse gas emissions is *less than significant*.

- 6b. The proposed project would have *no impact* related to conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases

7. TRANSPORTATION / CIRCULATION:

Existing Setting

This project proposes to relocate the existing bus transfer location from the intersection at Church and Neal Streets to a new location on Tinloy Street. The project will not generate new trips, but will redistribute existing trips, resulting in an increase in trips on Tinloy Street and a decrease in trips at Church and Neal Streets.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Result in an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?			✓		
b. Result in a need for private or public road maintenance, or new roads?			✓		
c. Result in effects on existing parking facilities, or demand for new parking?			✓		
d. Substantially increase hazards due to a design feature (e.g., a sharp curve or dangerous intersection) or incompatible uses (e.g., farm equipment)?			✓		
e. Result in a substantial impact upon existing transit systems (e.g., bus service)					✓

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
or alteration of present patterns of circulation or movement of people and/or goods?					
f. Result in an alteration of waterborne, rail, or air traffic patterns or levels?				✓	
g. Result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians, including short-term construction and long-term operational traffic?			✓		
h. Result in inadequate: Sight distance? Ingress/egress? General road capacity? Emergency access (4290 Standard)?			✓		
i. Result in inconsistency with adopted policies supporting the provision of transit alternatives to automobile transportation on an equitable basis with roadway improvements, e.g. clustered development, commuter-oriented transit, bus turnouts, sidewalks, paths, and bicycle racks?					✓

Impact Discussion

7a. The 2000 Transportation/Circulation Analysis for Downtown Grass Valley indicates that the Bennett/SR20 ramp/Tinloy intersection operated at LOS A in 2000, but was projected to operate at LOS E in 2020. In 2004 the City of Grass Valley Street System Master Plan (SSMP) identified Bennett Street as having a LOS D with a project LOS E in 2020. The 2005 Grass Valley Traffic Model showed average daily traffic volumes on Tinloy Street to be 7324 vehicles per day, with P.M. peak hour volumes of 724 vehicles per hour.

The City of Grass Valley, by Resolution 06-21, has adopted standards for evaluating the significance of impacts of development proposals based on their relative contribution to peak hour traffic conditions. An impact is determined to be potentially significant if project trips result in an increase of .02 in the volume to capacity ratio at a signalized intersection or an increase in the average intersection delay of more than 2.0 seconds at an unsignalized intersection.

The Grass Valley/Gold Country Stage Transit Center Study, Figure A-3, shows revised routing for the busses operating as of September 26, 2007, indicated an increase of 4 P.M. peak hour trips on Tinloy Street, and impacts on other streets as summarized below.

- Church Street - decrease of 75 daily and 5 pm peak hour bus trips
- East Main Street - no change

- Tinloy Street – increase of 53 daily and 4 pm peak hour bus trips
- Bennett – increase of 11 daily and 1 pm peak bus trips

In addition to the bus trips, there is the possibility that drop off/pick up trips will also be diverted from the existing Church and Neal site to the proposed Tinloy site. The primary pick-up/drop-off trip generator will be Bus Route 5, which carries regional trips to and from the Auburn Amtrak Depot. Other routes primarily facilitate round trip/transfer/or destination trips, which do not generally add vehicle traffic at the transfer site. Current ridership data indicates that the single Route 5 in the P.M. may create 3 P.M. additional drop off/pick up trips per day. Based on this analysis there will be an increase of approximately 7 P.M. peak hour trips (4 bus trips plus 3 drop off/pick up trips) on Tinloy Street.

Using the February 24, 2010 traffic counts, the Tinloy/Bennett/SR 20 Ramp intersection operates at level of Service B, with an average delay of 5 seconds. With the addition of 7 additional trips, the average delay is still approximately 5 seconds. This is well below the significance criteria established by Grass Valley. Because the project would add a negligible amount of peak hour vehicle trips to Tinloy Street, impacts to level of service and roadways in the project vicinity are anticipated to be *less than significant*.

- 7b. Tinloy Street is currently maintained by Caltrans. Infrastructural additions associated with the construction and operation of the transfer facility will be maintained through a formal maintenance agreement between Nevada County and Caltrans. No new roadways are proposed by the project. Therefore, this impact is *less than significant*.
- 7c. There are currently 14 parking spaces along the north side of Tinloy Street which primarily service the post office. Although there are no required parking standards for a transit transfer facility within the Grass Valley Development Code, this project will provide 16 replacement parking spaces along the south side of Tinloy Street, two of which will be ADA compliant handicap spaces. Additionally, due to the relocation of the existing transit facility approximately three additional parking spaces will be provided along Church Street. Therefore, the proposed project would result in *less than significant* impacts related to parking.
- 7d,g,h. The Nevada County Department of Public Works and Caltrans have indicated that Tinloy Street is adequate in design and form for the project. The project would not result in new design features that would create hazardous traffic conditions or result in inadequate sight distance, ingress/egress or general road capacity issues. Therefore, this impact is *less than significant*.
- 7e, i. The Gold Country Stage (GCS) is a fixed-route public transit program that connects population, commercial and employment centers throughout western Nevada County. GCS operates 7 routes that served the Grass Valley/Nevada City area, unincorporated western Nevada County and the SR 49 Corridor (between Auburn and Grass Valley). The existing transfer site (Church and Neal Streets) generates operational inefficiencies in transit services resulting in traffic congestion, delays and inadequately accommodations for disabled (wheelchair-bound) passengers. An important piece in the region's transportation strategy is to address the deficiencies associated with the GCS transfer/passenger facility serving downtown Grass Valley. In 2007 eight potential alternative transfer site locations were evaluated; the Tinloy Street site (between Bennett and Bank Streets) was selected as the preferred location due to the sites proximity to Highway 49 and downtown Grass Valley. The intent of this project is to increase the efficiency of the GCS transportation system. This project is consistent with adopted City and County policies

supporting the provision of transit alternatives to automobile transportation including commuter-oriented transit, bus turnouts, sidewalks, paths, and bicycle racks. Therefore, this project will have a **Beneficial Impact** related to the operation of the transit systems (e.g., bus service) or alteration of present patterns of circulation.

- 7f. The project would not result in an alteration of waterborne, rail, or air traffic patterns or levels. Therefore, there would be *no impact* related to this issue.

8. BIOLOGICAL RESOURCES

Existing Setting

The proposed Transfer Center project area is situated between Tinloy Street and Wolf Creek in the eastern portion of downtown Grass Valley. A narrow band of mature riparian habitat dominated by black cottonwood, white alder, black walnut, shrub willows, and non-native tree-of-heaven exists along Wolf Creek, adjacent to the project area. However, construction of the project would not require removal of any mature cottonwoods, alders, walnuts or other riparian vegetation along the creek. Some willow and tree-of-heaven would be removed for construction of the retaining wall.

No native wildlife were observed within the project area during the field surveys. Non-native House Sparrows (*Passer domesticus*) were observed near the project area, and two native species, American Crow (*Corvus americana*) and Turkey Vulture (*Cathartes aura*) were observed flying over. Cotoneaster berries are consumed by many local songbirds, but none were observed during the field surveys. The riparian corridor along Wolf Creek is also an important habitat area for native wildlife and Lesser Goldfinches (*Carduelis psaltria*), House Finches (*Carpodacus mexicanus*), and Yellow-rumped Warblers (*Dendroica coronata*) were observed there.

Wildlife biologist Edward C. Beedy conducted field surveys of the project site On October 27 and 29, November 11, December 4 and 10, 2009. Prior to the field survey Mr. Beedy consulted the California Department of Fish and Game's (CDFG) Natural Diversity Data Base (CNDDDB, November 2009) results for the Grass Valley and surrounding USGS 7.5' quadrangles. Other sources consulted were: the California Native Plant Society's electronic inventory of rare and endangered vascular plants of California (CNPS 2009), California Department of Fish and Game's list of Special Animals (CDFG 2009), Hickman (1993), Skinner and Pavlik (1994), Beedy and Brussard (2002), Jennings and Hayes (1994), Williams (1986), Zeiner et al. (1988, 1990a and 1990b), and Shuford and Gardali (2008). USGS topographic maps and a Plan View showing project design features (prepared by the Nevada County Department of Transportation, December 2009) were used to identify potential project impacts.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓			

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?		✓			
c. Result in a substantial reduction in the extent, diversity, or quality of native vegetation, including brush removal for fire prevention and flood control improvements?		✓			
d. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓			
e. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓			
f. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓	
g. Introduce any factors (light, fencing, noise, human presence and/or domestic animals), which could hinder the normal activities of wildlife?			✓		

Impact Discussion

8a-e. Existing vegetation that would be removed for this approximately 550-foot long project include incense cedar (*Calocedrus decurrens*) (approximately six trees, all less than 4 inches DBH), one black cottonwood (*Populus balsamifera*) (8 inches DBH), a few small willow (*Salix* spp.) stems, as well as some introduced tree-of-heaven (*Ailanthus altissima*) and shrubs such as Cotoneaster (*Cotoneaster franchetii*), and English ivy (*Hedera helix*) which grows extensively in the project area. A number of large (20 inches DBH) cottonwoods, black walnuts (*Juglans californica*), and white alders (*Alnus rhombifolia*) grow just inside the fence along Wolf Creek, adjacent to the project area that would not be removed for construction.

A review of the CNDDB (2009) revealed that the following listed, candidate, sensitive or special status species have been documented in the Grass Valley 7.5' quadrangle. Along Wolf Creek

Potentially suitable habitat exists for the Foothill Yellow-legged Frog (*Rana boylei*), a California Species of Special Concern (Jennings and Hayes 1994), and the Western Pond Turtle (*Actinemys marmorata*), a California Species of Special Concern (Jennings and Hayes 1994); however, neither species has been observed in the Grass Valley quadrangle. California Horned Lizard (*Phrynosoma coronatum*), a California Species of Special Concern (Jennings and Hayes 1994) has been observed in sandy soils of the Grass Valley quadrangle, but this habitat does not exist in the project area. A diversity of rare plants have been observed in the Grass Valley quadrangle, but all of these are associated with serpentine or gabbro soils that do not exist in the project area.

Wolf Creek provides a natural movement corridor for native wildlife and fish species. BMPs are recommended below to avoid and minimize any construction impacts at this site that could potentially affect this natural corridor.

The implementation of Mitigation Measures 7A through 7C would reduce impacts to sensitive resources such as special status plants or animals, riparian habitats, wetlands and waters of the U.S., or natural movement corridors for native wildlife or fish along Wolf Creek to a level that is *less than significant with mitigation*.

- 8f. The proposed project would have *no impact* related to Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Construction of the project would not require removal of any mature cottonwoods, alders, walnuts or other riparian vegetation along the creek. Some small diameter (Less than 10 inches DBH) willow and tree-of-heaven would be removed for construction of the retaining wall.
- 8g. The proposed project could temporarily result in light sources, noise, and human activity, but these activities would occur in areas that are currently subject to human activity given adjacent uses (Holiday Inn Hotel, Post Office and Commercial/residential Development) as well as a heavily trafficked frontage road (Tinloy Street). In addition this site is adjacent to Highway 49/20 which is a substantial noise and light generator. Therefore, this impact would be *less than significant*.

Mitigation Measures

The following BMPs should be implemented to avoid and minimize the potential impacts of constructing the Transfer Center on special status species, waters of the U.S., and the natural movement corridor along Wolf Creek.

Mitigation Measure 8A: Establish the Wolf Creek Corridor as an Environmentally Sensitive Area. Prior to construction or vegetation removal, the Wolf Creek corridor shall be designated as an Environmentally Sensitive Area (ESA) on plans and specifications. All work proposed within 50 feet of these features, shall not begin until the ESAs are delineated on the ground with orange safety fencing. A biologist shall verify the limits of the ESA fencing on the ground prior to construction. The ESA fences shall remain in place for the entire duration of construction. No earth-moving activities, vehicles, heavy equipment, lay-down areas, or other construction shall be permitted within the ESAs, unless as part of a mitigation plan approved by the appropriate permitting agencies. The boundaries of the ESAs shall be clearly shown on all final plans and specifications.

Mitigation Measure 8B: Implement Best Management Practices. To protect water quality and aquatic life in Wolf Creek, the contractor shall implement standard Best Management Practices during and after construction. These measures include, but are not limited to:

- e) Construction in or near drainages shall only occur during the dry season (as it is defined in the CDFG 1600 permit).
- f) Coordinate with CDFG, U.S. Army Corps of Engineers, and Regional Water Quality Control Board to obtain all required permits and comply with all terms and conditions of the permits.
- g) At no time shall heavy equipment operate in flowing water or saturated soils.
- h) Prior to the start of work, install silt-fencing, straw bales, sediment catch basins, straw or coir logs or rolls, or other sediment barriers to keep erodible soils and other pollutants from entering drainages. Retain existing ground cover of English Ivy to further reduce the potential impacts of the project on erosion along the steep bank. Before the first heavy rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal.
- e) Disruption of soils and vegetation near Wolf Creek shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch. If straw is used for mulch or for erosion control, utilize only certified weed-free straw to minimize the risk of introduction of noxious weeds, such as yellow star thistle.
- f) The contractor shall exercise every reasonable precaution to protect Wolf Creek from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and wash water shall be prevented from discharging into or near these resources and shall be collected and removed from the site. No slash or other natural debris shall be placed in or adjacent to Wolf Creek. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.

Mitigation Measure 8C: Provide Copies of these BMPs to the Contractors and their Workers to Assure Compliance with Mitigation Measures during Construction.

9. MINERAL RESOURCES

Existing Setting

The project area is mapped within a Mineral Resource Zone (MRZ-2) or an area of known valuable mineral deposits (Nevada County GIS 2008/Mineral Land Classification Map Western Nevada County).

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Result in the loss of availability of a known mineral resource that would be of				✓	

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
value to the region and the residents of the state?					
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓	

Impact Discussion

9a-b. According to the Mineral Land Classification map for Western Nevada County (1990) this project is mapped within an area formed by hydrothermal processes (e.g. Gold, silver, copper and zinc). However, due to the size of the project site, the surrounding incompatible land uses associated with downtown Grass Valley and proximity to sensitive environmental resources (Wolf Creek), mining activity on this site is unfeasible. Therefore, there would be *no impact* to mineral resources.

10. HAZARDS / HAZARDOUS MATERIALS

Existing Setting

The property is not within or adjacent to any hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Department of Toxic Substances Control 2010), nor is it located on an abandoned solid waste disposal site known to the County. The project area is designated as a Local responsibility area (LRA) - incorporated, for wildland fire (Cal Fire, Fire Hazard Severity Zones, Revised 8-07).

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the				✓	

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
environment?					
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓	
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓	

Impact Discussion

- 10a. Operation of the proposed project would not result in the routine transport, use, or disposal of hazardous materials. Therefore, there would be ***no impact*** related to routine transport, use, or disposal of hazardous materials.
- 10b. Small quantities of hazardous materials would be, used, and handled during construction of the proposed facility. The hazardous materials anticipated for use are small volumes of petroleum hydrocarbons and their derivatives (e.g., gasoline, oils, lubricants, and solvents) used to operate the construction equipment. These relatively small quantities would be below reporting requirements for hazardous materials business plans and would not pose substantial public health and safety hazards through release of emissions or risk of upset. Safety risks to construction workers for the proposed project would be reduced by compliance with Occupational Safety and Health Administration standards. Therefore, this impact is considered ***less than significant***.
- 10c. The proposed project would not result in hazardous emissions within one-quarter mile of an existing or proposed school. Therefore, there would be ***no impact*** related to hazardous emissions or substances near a school.
- 10d. No potentially hazardous past uses have been identified in the Project Area. Therefore, the project would not create a significant hazard to the public or the environment, and ***no impact*** would occur.

- 10e-f. The proposed project is not located within an airport land use plan or within two miles of an airport. Therefore, there would be *no impact*.
- 10g. The proposed project would not impair implementation of or physically interfere with adopted emergency response plans. Therefore, the proposed project would result in *no impact* related to this issue.
- 10h. The project area is designated as a Local responsibility area (LRA) - incorporated, for wildland fire (Cal Fire, Fire Hazard Severity Zones, Revised 8-07). The project site is located within an urbanized area (downtown Grass Valley) and project construction will comply with applicable fire safe standards, there is no significant risk of wildland fires. Therefore, the proposed project would result in *no impact* related to this issue.

11. NOISE

Existing Setting

The proposed Transfer Center project site is situated between Tinloy Street (between Bank Street and East Bennett Street) and Wolf Creek in the eastern portion of downtown Grass Valley. The subject property is located completely within Caltrans right-of-way. Tinloy Street is a Highway 49/20 frontage road and the project site is situated adjacent to the west bound (Bennett/Tinloy Street) off ramp. The major noise generator in the area is Highway 49/20.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Expose persons to or generate noise levels in excess of adopted standards?		✓			
b. Expose persons to or generate excessive ground borne vibration or ground borne noise levels (e.g., blasting)?				✓	
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓			
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project				✓	

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
area to excessive noise levels?					

Impact Discussion

11a,c, d. The proposed project could temporarily result in noise associated with construction activities, but these activities would occur within downtown Grass Valley, in areas that are currently subject to human activity given adjacent uses (Holiday Inn Hotel, Post Office and Commercial/residential Development) as well as a heavily trafficked frontage road (Tinloy Street). Additionally, traffic on Highway 49/20 is considered to be a significant noise generator (Brown-Buntin Associates, Inc, Environmental Noise Analysis). Given existing noise levels associated with adjacent Highway 49/20 and the projected scope of operation associated with transit facility noise levels are not expected to be above levels existing without the project. Therefore, this impact would be *less than significant with mitigation*.

11b. The proposed project would not result in blasting or other activities that could cause substantial vibration impacts. Therefore, there would be *no impact* related to this issue.

11e,f. The proposed project is not located in the vicinity of any public or private airport. Therefore, there would be *no impact* related to this issue.

Mitigation Measure

To offset potentially adverse noise impacts related to construction activities, the following mitigation measure is recommended:

Mitigation Measure 11A: Limit construction activities to reduce noise impacts. Hours of operation for construction activities shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Saturday. These limited hours of operation shall be noted on grading and improvement plans.

12. PUBLIC SERVICES:

Existing Setting

The following public services are provided to this site:

Fire: The Grass Valley Fire Department provides fire protection services to this site.

Police: The Grass Valley Police Department provides law enforcement services.

Schools: The project site is within the Grass Valley Elementary School and Nevada Union High School Districts.

Parks: The project is within the Grass Valley Parks and Recreation District.

Water: Water is provided to the site by the Grass Valley water district.

Sewer: Sewer service is provided to the site by the Grass Valley Sewer district.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following the public services:			✓		
1) Fire protection?			✓		
2) Police protection?			✓		
3) Schools?			✓		
4) Parks?			✓		
5) Other public services or facilities?			✓		

Impact Discussion

- 12a. This is an infill project proposing to relocate the existing Grass Valley transit transfer facility. The project is not anticipated to have significant impacts to fire or law enforcement services, schools, or public recreational facilities because the project would not result in an increase in population that could impact these services. The project would not impact public water and sewer services because adequate infrastructure and capacity exists to provide for the facility. Therefore, this impact is considered *less than significant*.

13. UTILITIES / SERVICE SYSTEMS

Existing Setting

The project site is largely undeveloped apart from minor landscaping, a pedestrian dirt/gravel path and a landscape pump house. Limited utilities and services currently exist on the project site.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Result in a need for the extension of electrical power or natural gas?			✓		
b. Require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓		
c. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓		
d. Have sufficient water supplies			✓		

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?					
e. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓			
f. Be served by a landfill or transfer station with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓			
g. Comply with federal, state, and local statutes and regulations related to solid waste?		✓			
h. Require a need for the extension of communication systems?				✓	

Impact Discussion

13a-d. The project would require the extension of electrical, water and sewer services to provide for the proposed facilities (i.e. restroom/storage facility, landscape irrigation, sight and shelter lighting). The project would not significantly impact these services because adequate infrastructure and capacity exists to provide for the facility. Therefore, this impact is considered *less than significant*.

13e. A storm drain and inlet system will be installed at the low point on Tinloy Street and connect into Wolf Creek to mitigate existing drainage problems. Said storm outfall shall be properly rip-rapped/armored to prevent erosion after installation, and shall be constructed in full compliance with State of California Department of Fish and Game requirements for erosion control and streambed protection during construction. Therefore, this impact is considered *less than significant*.

13f,g. Construction activities typically produce solid waste in the form of construction materials, vegetation chippings, or industrial toxic waste like glues, paint, and petroleum products. Construction of the maintenance building and onsite infrastructure and hardscaping could thus result in potentially adverse landfill and solid waste disposal impacts. The implementation of Mitigation Measures 13A would reduce potentially adverse landfill and solid waste disposal impacts to a level that is *less than significant with mitigation*.

13h. No telephone or other communication system is proposed for this project. Therefore, there would be *no impact*.

Mitigation Measure

To offset potentially adverse impacts associated with solid waste disposal from construction activities, the following mitigation measure shall be implemented:

Mitigation Measure 13A: Appropriately dispose of vegetative and toxic waste. Stumps and industrial toxic waste (petroleum and other chemical products) shall be properly disposed of in compliance with existing regulations at the appropriate facilities. This mitigation measure shall be included as a note on all grading and improvement plans.

14. AESTHETICS

Existing Setting

The proposed Transfer Center project site is situated between Tinloy Street (between Bank Street and East Bennett Street) and Wolf Creek in the eastern portion of downtown Grass Valley. The subject property is located completely within Caltrans right-of-way. The proposed transit center facility site is approximately 12,500 square feet, ranging from approximately 18 feet to 30 feet between the edge of curb and Wolf Creek, with a slight slope. The site is largely undeveloped apart from minor landscaping and a pedestrian dirt and gravel path. Other project related improvements (e.g. installation of parking stalls and overlays) will be contained within a 1.4 acres area between the Bennett/Tinloy and Bank/Tinloy intersects. Surrounding land uses are primarily commercial, public. The properties located along the creek abutting Tinloy Street are zoned Town Core (TC) and are designated Public (Post Office) and Commercial.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Result in demonstrable, negative, aesthetic effects on scenic vistas or views open to the public?			✓		
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			✓		
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			✓		
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓		
e. Create a visually incompatible structure within a designated historic district?			✓		

Impact Discussion

14a-d,e. Do to the sites proximity to downtown Grass Valley and Highway 49/20 this project will be highly visible to the public. The Nevada County Department of Public Works prepared the Civil engineering design plans and specifications; and Siteline Architecture, Inc. and McProud & Associates Landscape Architecture prepared the architectural design elements for the proposed transit facility. The facility will consist of a 330 foot transit vehicle only transfer bay along the north side of Tinloy Street; with an ADA compliant sidewalk/passenger waiting area covered by two 12' x 100' shelter structures. Additionally, there will be a 20' x 10' detached storage/pump house/private restroom facility. Parking will be provided along the south side of Tinloy Street.

Other related site improvements include the installation of landscaping, benches, bicycle racks, lighting, signage, etc.

The projects architectural features including: material selection, color palettes and incorporated streetscape items (i.e. landscape materials, lighting, benches, signage, trash receptacles, railing and fencing, etc.) have been designed or selected in accordance with the City of Grass Valley Downtown Streetscape Standards manual and the Grass Valley Development Code.

Because this project is located within Caltrans right-of-way and within the City of Grass Valley this project has been designed to meet the standards of both jurisdictions. In order to achieve this goal the Nevada County Department of Public Works and Sitaline Architecture have coordinated meetings with applicable Caltrans divisions, applicable City of Grass Valley Community Development Agency staff and a number of interested community groups (e.g. APPLE-NC, FREED Center for Independent Living, Wolf Creek Community Alliance, Grass valley Downtown Association, Nevada County Transit Advisory Committee, Grass Valley Chamber of Commerce). Additionally, on March 4th a community workshop was held in order to evaluate tentative design elements.

As a result of the input received at these meetings, the elevations, materials and architectural look of this project has been refined to meet the visual character of downtown Grass Valley and Nevada County. Therefore, project impacts to the visual character of the site are considered *less than significant*.

- 14b. The project site does not contain historic buildings. No landmark oak trees or groves would be removed, and the proposed project is not within the viewshed of a scenic highway. Therefore, this impact would be *less than significant*.

15. AGRICULTURAL RESOURCES

Existing Setting

The project site is located within the Highway 20/49 corridor (Caltrans right-of-way), in southeastern downtown Grass Valley. The properties located along the creek abutting Tinloy Street are zoned Town Core (TC) and are designated Public (Post Office) and Commercial. There are no agricultural resources in the vicinity of the project area.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation's Division of Land Resource Protection, to non-agricultural use?				✓	
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				✓	

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
c. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use?				✓	

Impact Discussion

15a-c. The properties surrounding the project site are zoned Town Core (TC) and are designated Public (Post Office) and Commercial. There are no agricultural resources in the vicinity of the project area. Therefore, the proposed project would have *no impact* related to these issues.

16. CULTURAL RESOURCES

Existing Setting

PAR Environmental Services prepared an *Archaeological Inventory Survey* of the project site in February 2010. The North Central Information Center was contacted for records on the property, and a pedestrian field survey was conducted after the records search was performed. The December 22, 2009 North Central Information Center records search indicated that no historic-period resources listed with the California Historic Resources Information System (CHRIS) or State and Federal list historic properties (buildings, structures, or objects) were identified within the project area. PAR Environmental Services pedestrian survey did not identify any historic-era resources.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?		✓			
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?		✓			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓			
d. Disturb any human remains, including those interred outside of formal cemeteries?		✓			

Impact Discussion

16a-d. The archaeological survey did not identify any significant historic-resources on or near the project site. Nonetheless, there is potential for unanticipated discovery of cultural resources, including historic, prehistoric, and paleontological resources, during project construction. This

impact would be *less than significant with mitigation* with the implementation of Mitigation Measure 15A below.

Mitigation Measure

To offset potentially significant impacts associated with unanticipated discover of cultural resources, the following mitigation measure is recommended:

Mitigation Measure 16A: Protection of Archaeological Artifacts. In the event that archaeological artifacts or human remains are uncovered during construction activities, the Contractor shall stop work at that location and immediately notify the Engineer. A professional archaeologist shall be consulted to access any discoveries and develop appropriate management recommendations for archaeological resource treatment. The Contractor shall dedicate any discovered artifacts, determined as "removable" by a qualified archaeologist, to the appropriate preservation center, or to the County of Nevada. If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, are discovered during ground-disturbing activities, contractors shall stop work within 100 feet of the find. If bones are encountered and appear to be human, the Nevada County Coroner and the Native American Heritage Commission shall be contacted. If the resources encountered are Native American in origin, Native American tribes and individuals recognized by the County shall be notified and consulted about any plans for treatment.

17. RECREATION

Existing Setting

There are no recreational facilities in the vicinity of the project site.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓	
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				✓	
c. Conflict with established recreation uses of the area, including biking, equestrian and/or hiking trails?				✓	

Impact Discussion

17a-c. The proposed project would not alter existing recreational land uses nor result in development that would have an adverse affect on recreational facilities. Therefore, the proposed project would have *no impact* related to these issues.

18. MANDATORY FINDINGS OF SIGNIFICANT ENVIRONMENTAL EFFECT

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Beneficial Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California's history or prehistory?			✓		
b. Does the project have environmental effects that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of the project are considered when viewed in connection with the effects of past, current, and probable future projects.)			✓		
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			✓		
d. Does the project require the discussion and evaluation of a range of reasonable alternatives, which could feasibly attain the basic objectives of the project?			✓		

Impact Discussion

18a. Compliance with existing Federal, State, and local regulations, as well as the mitigation measures identified in this Initial Study, would reduce all potential impacts of the proposed project to a less than significant level. Therefore, the proposed project would not have the potential to substantially degrade the quality of the environment related to those resources, and this impact is *less than significant*.

18b. A project's cumulative impacts are considered significant when the incremental effects of the project are "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects.

This is an infill project proposing to relocate an existing transit Transfer facility and taking advantage of existing infrastructure within downtown Grass Valley, because most of the project impacts would be short-term construction impacts that are not anticipated to be substantially adverse with mitigation, the proposed project is not anticipated to considerably contribute to

cumulative impacts. Additionally, all of the proposed project's impacts can be reduced to a less than significant level with implementation of the mitigation measures identified in this Initial Study and compliance with existing Federal, State, and local regulations. Therefore, the proposed project would have *less than significant* environmental effects that are individually limited but cumulatively considerable.

- 18c. The proposed project would involve vehicle and equipment use, which could lead to an increased short-term risk of accidental release of hazardous materials such as fuels and oils. Temporary impacts to human beings through degradation of local air quality could occur from project construction and grading and potential debris burning. Temporary impacts to human beings could also occur from temporarily increased noise in the project area. However, implementation of the mitigation measures in this Initial Study, in addition to compliance with existing Federal, State, and local regulations, would reduce any adverse direct or indirect effects on human beings to a *less than significant* level.
- 18d. In 2007 the Nevada County Transportation Commission (NCTC), on behalf of the County of Nevada and Grass Valley contracted with LSC Transportation Consultants, Inc. to conduct a study to evaluate solutions for the current site and/or identify and evaluate several candidate sites for a new Gold Country Stage transit transfer facility. Upon evaluating the existing site and eight potential new site locations within Grass Valley the report concluded that the preferred location was a vacant site situated between Tinloy Street (between Bank Street and East Bennett Street) and Wolf Creek in the southeastern portion of downtown Grass Valley.

In evaluating the advantages and disadvantages of the alternatives, the NCTC Technical Advisory Committee chose the "Tinloy Street Site" alternative because it best meets the goals and needs of the GCS program. In addition to being adequate in size and form, the Tinloy site is within easy walking distance to the downtown core area, within close proximity to SR 49/20, able to incorporate a pedestrian greenway along the creek, does not reduce downtown parking and would relocate bus routes away from congested downtown streets.

The projects architectural features including: material selection, color palettes and incorporated streetscape items (i.e. landscape materials, lighting, benches, signage, trash receptacles, railing and fencing) have been designed or selected in accordance with the City of Grass Valley Downtown Streetscape Standards manual and the Grass Valley Development Code.

Because this project is located within Caltrans right-of-way and within the City of Grass Valley this project has been designed to meet the standards of both jurisdictions. In order to achieve this goal the Nevada County Department of Public Works and Siteline Architecture Inc., have coordinated meetings with applicable Caltrans divisions, applicable City of Grass Valley Community Development Agency staff and a number of local interested community groups (i.e. APPLE-NC, FREED Center for Independent Living, Wolf Creek Community Alliance, Grass valley Downtown Association, Nevada County Transit Advisory Committee, Grass Valley Chamber of Commerce). As a result of the input received at these meetings, the elevations, materials and architectural look of this project has been refined to meet the visual character of downtown Grass Valley and Nevada County.

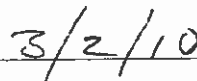
Because the proposed project would meet its intended purpose as proposed and all impacts would be reduced to a less than significant level and alternatives to the proposed project have been adequately evaluated this impact is considered *less than significant*.

RECOMMENDATION OF THE PROJECT PLANNER:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or a "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


David Garcia, Transportation Planner


Date

APPENDIX A – REFERENCE SOURCES

Resource Agencies

- California Department of Fish & Game
- California Department of Forestry and Fire Protection
- California Department of Transportation
- Grass Valley Department of Public Works
- Grass Valley Fire Department
- Grass Valley Planning Department
- Natural Resource Conservation Service/Resource Conservation District
- Nevada County Department of Public Works
- Nevada County Geographic Information Systems
- North Central Information Service, Anthropology Department, California State University, Sacramento
- Northern Sierra Air Quality Management District
- Regional Water Quality Control Board (*Central Valley Region*)
- U.S. Army Corps of Engineers

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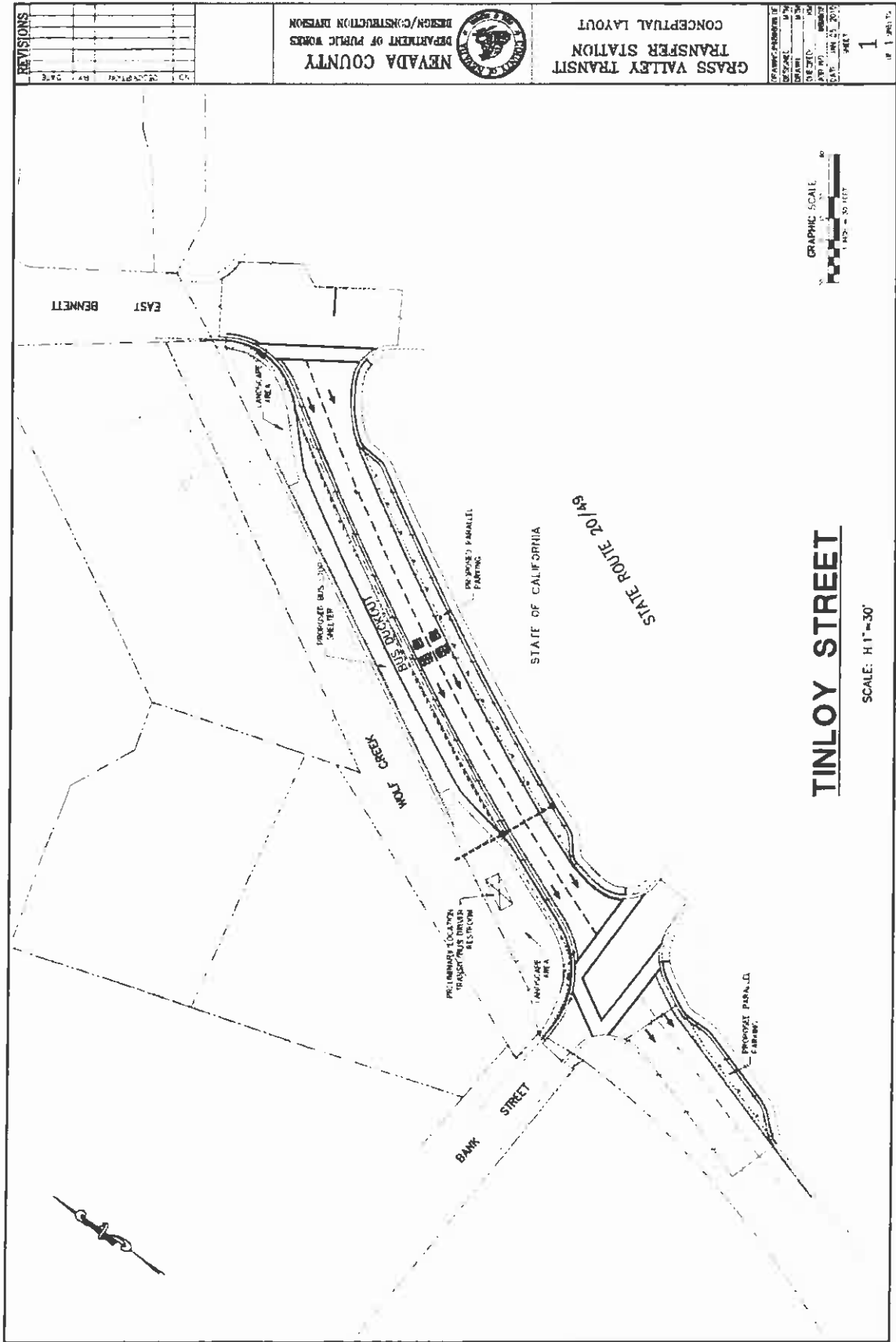
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Approved by City Council via Resolution 06-25, April 11, 2006

List of Acronyms

AQMD	Air Quality Management District
BMP	best management practice
CAL FIRE	California Department of Forestry and Fire
CARB	California Air Resources Board
CBC	California Building Code
CEQA	California Environmental Quality Act
Corps	U.S. Army Corps of Engineers
CWA	Clean Water Act
dbh	diameter at breast height
DFG	California Department of Fish and Game
DPW	Nevada County Department of Public Works
DTSC	California Department of Toxic Substances Control
EH	Nevada County Environmental Health
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
General Plan	Nevada County General Plan
General Plan EIR	Nevada County General Plan Environmental Impact Report
IS	Initial Study
LUDC	Nevada County Land Use and Development Code
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
msl	mean feet above sea level
NAAQS	National Ambient Air Quality Standards
NPDES	National Pollutant Discharge Elimination System
NSAQMD	Northern Sierra Air Quality Management District
PG&E	Pacific Gas and Electric Company
PM10	Particulate matter with a diameter of 10 microns or less
PM2.5	Particulate matter with a diameter of 2.5 microns or less
PRC	Public Resources Code
RWQCB	Regional Water Quality Control Board
SRA	State Responsibility Areas
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
UBC	Uniform Building Code
USFWS	US Fish and Wildlife Service



TINLOY STREET

SCALE: H 1"=30'

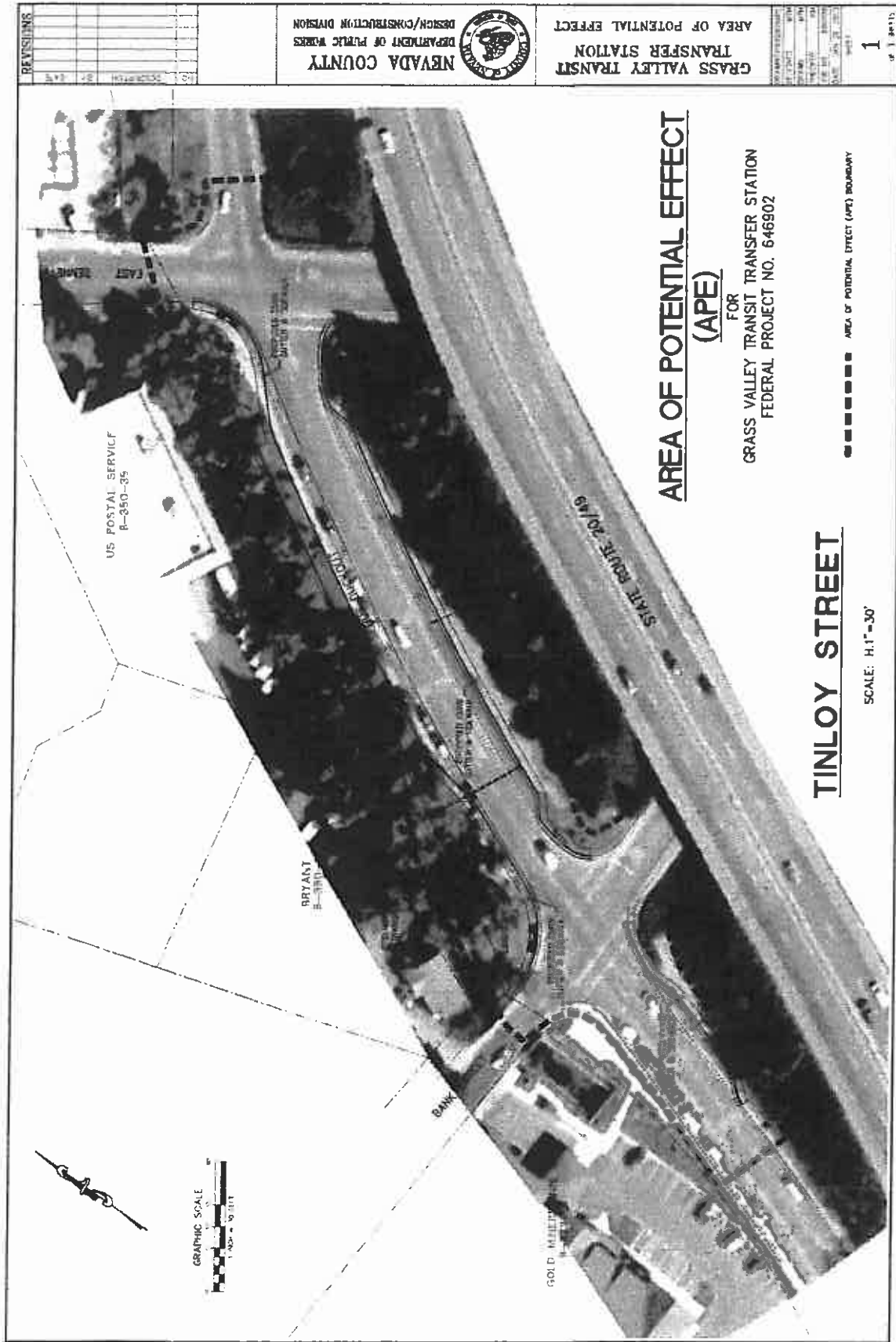


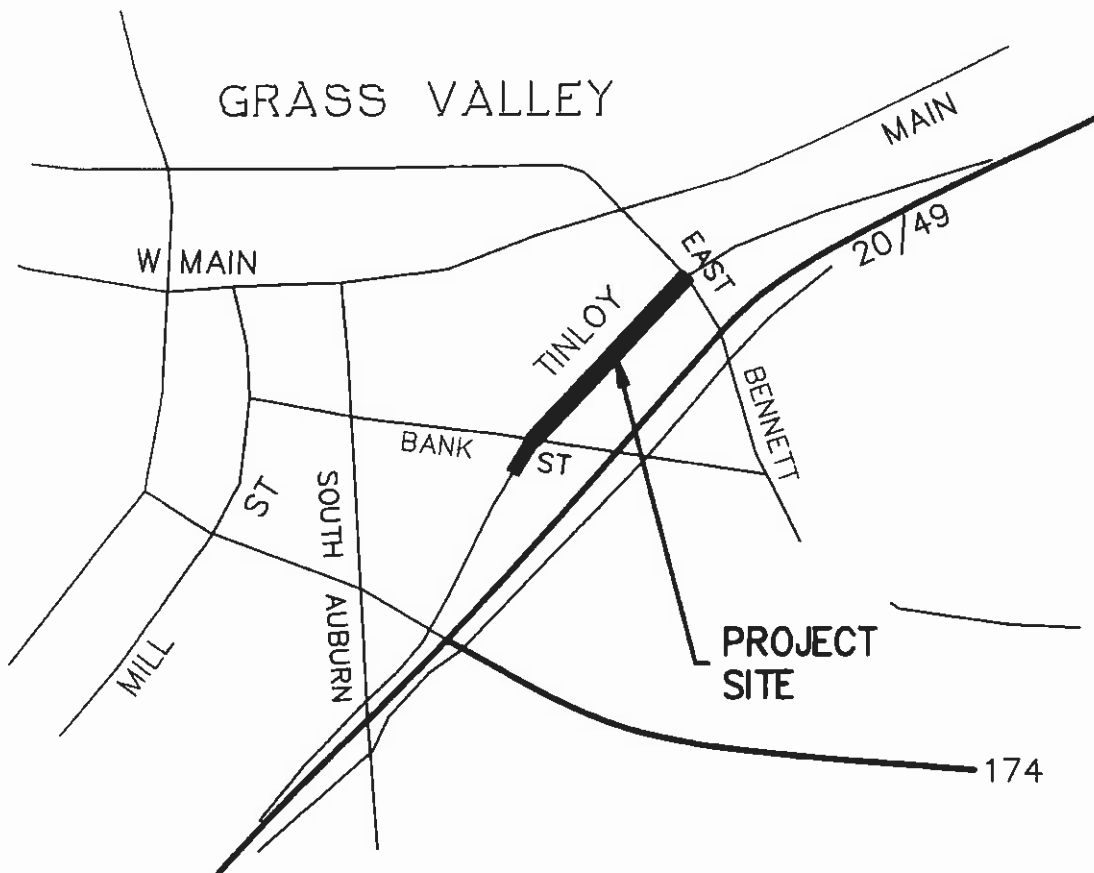
GRASS VALLEY TRANSIT
TRANSFER STATION
CONCEPTUAL LAYOUT



NEVADA COUNTY
DEPARTMENT OF PUBLIC WORKS
DESIGN/CONSTRUCTION DIVISION

NO.	DESCRIPTION	DATE
1	CONCEPTUAL LAYOUT	10/1/2011





SCALE:
1"=400'



NEVADA COUNTY
DEPT. OF PUBLIC WORKS
DESIGN/CONSTRUCTION

**PRELIMINARY REPORT
TINLOY STREET TRANSIT
TRANSFER
VICINITY MAP**

DRAWING	E889808PVM
DESIGNED:	MTM
DRAWN:	MTM
JOB NO:	889808
DATE:	MAR 1, 2010
SHEET	1 of 1

ATTACHMENT 3